

# MEMO

**DATE:** February 13, 2006

**TO:** Regional Comprehensive Plan Task Force

**FROM:** Alan Thompson, Senior Regional Planner (213) 236-1940

**SUBJECT:** Transportation Chapter Update

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## **SUMMARY:**

The Transportation Chapter of the Regional Comprehensive Plan (RCP) is being developed in conjunction with the Regional Transportation Plan development. This chapter will compile and record activities intended to implement regional transportation goals and policies. This item is intended to promote discussion of goals and measurable outcomes for the chapter and to update the committee on evolving Regional Transportation Plan (RTP) processes and issues.

## **BACKGROUND:**

The Regional Council approved an expanded approach for the Regional Comprehensive Plan process that would require the addition of measurable plan outcomes to each chapter. The purpose of the inclusion of outcomes is to provide a basis for plan accountability and monitoring going forward. SCAG has used an innovated outcome oriented process for the 2004 RTP and will expand on that approach for the next RTP

For purposes of this discussion, staff has presented two areas of potential plan outcomes, the first being actual plan performance, and the second being process outcomes. The purpose of this discussion for the Task Force is to be informed on developing issues and to provide input to that process.

In developing the outcomes, it is important to reference changes in federal and state planning policies that may affect development of outcomes and performance measures. SAFETEA-LU, the federal Transportation reauthorization legislation, has changes related to previous planning requirements, including:

- identifying intermodal and multimodal connectors as "Transportation Facilities,"
- greater emphasis on pedestrian and bicycle facilities,
- updated operational and management strategies,
- new environmental requirements and
- greater consultation and cooperation with other agencies and interested parties.
- Security as a stand-alone planning factor.

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Additionally, new planning emphasis areas have been developed by State and federal transportation agencies. These include:

## **California Planning Emphasis Areas**

- Project Monitoring
- Highway Performance Monitoring System
- Financial Planning / Fiscal Constraint

## **Federal Transit Administration Emphasis Areas**

- Incorporating Safety and Security in Transportation Planning
- Participation of Transit Operators in Metropolitan and Statewide Planning
- Coordination of Non-Emergency Human Service Transportation
- Planning for Transit Systems Management/Operations to Increase Ridership
- Support Transit Capital Investment Decisions through Effective Systems Planning

## **ADOPTED POLICIES**

The following policies were adopted by the SCAG Regional Council to guide the development of the 2004 RTP and further reflect the transportation priorities for the Region:

### **2004 Regional Transportation Plan**

#### **RTP Goals**

- Maximize **mobility** and **accessibility** for all people and goods in the region.
- Ensure travel **safety** and **reliability** for all people and goods in the region.
- **Preserve** and **ensure** a sustainable regional transportation system.
- Maximize the **productivity** of our transportation system.
- Protect the **environment**, improve air quality and promote energy efficiency.
- Encourage **land use and growth patterns** that complement our transportation investments.

#### **RTP Policies**

- Transportation investments shall be based on SCAG's adopted Regional Performance Indicators (see below).
- Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.
- RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.
- HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy #1.

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## Performance Outcomes

Performance measures listed in the 2004 RTP provide an indication on outcome measures. There are two potential types of outcomes, performance and process.

Performance outcomes indicate a quantitative change over the current status quo. For example, "Mobility" can be measured by average speeds during peak periods with a set goal of improving speeds.

Process outcomes indicate more of a political outcome designed to facilitate a performance outcome. An example may be a goal for 50% of all cities to coordinate with neighboring cities to synchronize traffic signals.

## 2004 RTP Goals and Related Performance Outcomes

RTP Goals	RTP Performance Measures								
	Mobility	Accessibility	Cost-Effectiveness	Reliability	Productivity	Safety	Preservation	Sustainability	Environment
Maximize mobility and accessibility for all people and goods in the Region	✓	✓	✓						✓
Ensure travel safety and reliability for all people and goods in the Region	✓			✓		✓			✓
Preserve and ensure a sustainable regional transportation system							✓	✓	✓
Maximize the productivity of our transportation system	✓				✓				✓
Protect the environment, improve air quality and promote energy efficiency									✓
Encourage land use and growth patterns that complement our transportation investments	✓	✓							✓